

Maryland Historical Trust

Maryland Inventory of Historic Properties number: CH-379

Name: ~~CH-0033~~ / Poyantown Blower Mill Dam Run

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended <input checked="" type="checkbox"/> X	Eligibility Not Recommended <input type="checkbox"/>
Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D Considerations: <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None	
Comments: _____	

Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

CH-379

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. CH-379

NAME AND SHA NO.: CH-0033

LOCATION

Road Name and Number: Bryantown Road over Mill Dam Run

City/Town: Bryantown X vicinity

County: Charles

Ownership: State X County Municipal Other

Bridge projects over: Road Railway X Water Land

Is bridge located within designated district?: yes X no
 NR listed district NR determined eligible district
 locally designated other
Name of District

BRIDGE TYPE

 Timber Bridge
 Beam Bridge Truss-Covered Trestle Timber-and-Concrete

 Stone Arch Bridge

 Metal Truss Bridge

 Moveable Bridge
 Swing Bascule Single Leaf Bascule Multiple Leaf
 Vertical Lift Retractable Pontoon

 Metal Girder
 Rolled Girder Rolled Girder Concrete Encased
 Plate Girder Plate Girder Concrete Encased

 Metal Suspension

 Metal Arch

 Metal Cantilever

X Concrete
 Concrete Arch Concrete Slab X Concrete Beam Rigid Frame
 Other Type Name

DESCRIPTION

Describe the Setting:

Located within Maryland's Tidewater physiographic zone, Bridge CH-0033 carries Bryantown Road over Mill Dam Run near the town of Bryantown in central Charles County. Scattered dwellings and woodland characterizes the local topography. Bryantown Road stretches in a generally north-south heading while Mill Dam Run flows eastward.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

A single-span, concrete-beam bridge measuring roughly 40 feet in total length, Bridge CH-0033 supports two traffic lanes with a two inch bituminous wearing surface across its 20 feet of clear roadway. Concrete balustrades border the roadway. Concrete abutments and wing walls carry the bridge's superstructure.

Inspection reports describe Bridge CH-0033 as being in relatively good condition. The underside of the slab possess five small areas of spall where reinforcing bars are exposed. The exterior face of the upstream girder however exhibits severe delamination and a 20-foot long spall two inches deep exposing rusting re-steel. There has been a 20 percent loss of cross-sectional area on the re-steel in addition to 40 percent loss on adjacent stirrups. A four foot section of the adjacent girder displays similar deterioration. Other girders possess minor spalling with exposed stirrups. The abutments feature some vertical hairline cracks and some efflorescence.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

County inspection records indicate that there have been no major alterations undertaken on the bridge.

HISTORY

When Built: 1933

Why Built: Unknown

Who Built: State Roads Commission

Who Designed: Unknown

Why Altered: Not applicable

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MARYLAND HISTORICAL TRUST**

MHT NO. CH-379

Was this bridge built as part of an organized bridge building campaign?: No

Records do not indicate whether construction of Bridge CH-0033 occurred as part of an organized building campaign.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

Research has not revealed any associations between the bridge and significant events contributing to Maryland and/or local history.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Construction of Bridge CH-0033 does not appear to have had any significant impact on local development or growth.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, Bridge CH-0033 is not located in an area potentially eligible for historic designation.

Is the bridge a significant example of its type?

Inspection documents indicate that construction of this bridge followed the State Roads Commission's 1930 standard plans for 32-foot concrete-girder bridges. The bridge stands as a good example of this standard design but is not a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Bridge CH-0033 appears to retain fair integrity of its character defining elements.

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Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

Although most indications point towards the State Roads Commission as the builder of this bridge, County records do not identify the original construction authority, and therefore evaluating the bridge as a significant example of its manufacturer is problematic.

Should this bridge be given further study before significance analysis is made, and why?

Yes. Further study may identify the original construction body.

BIBLIOGRAPHY

Charles County Department of Public Facilities
Bridge Inspection Reports. On file at 1001 Radio Station Road, LaPlata, MD.

Spero, P.A.C., & Company, and Louis Berger & Associates, Inc.
1994 *Historic Bridges in Maryland: Historic Context Report*. Maryland State Highway Administration, Baltimore.

State Roads Commission of Maryland
1958 *A History of Road Building in Maryland*. Baltimore.

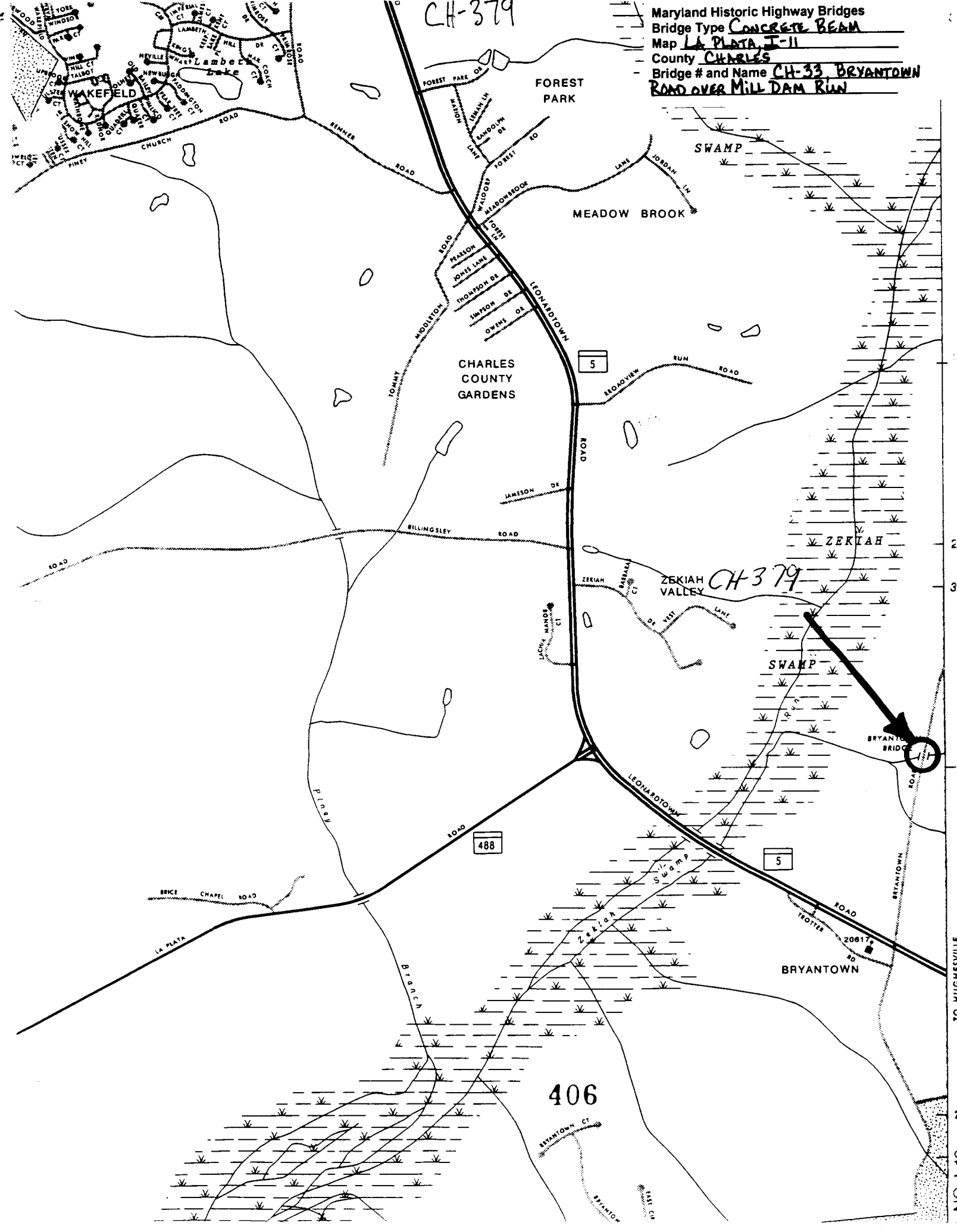
SURVEYOR INFORMATION

Name: Stuart Paul Dixon
Organization: KCI Technologies, Inc.
Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Date: 13 May 1996
Telephone: (717) 691-1340

CH-379

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map LA PLATA I-II
County CHARLES
Bridge # and Name CH-33 BRYANTOWN ROAD OVER MILL DAM RUN



TO HUGHESVILLE



1 OF 4

CH-379

BRIDGE # CH 33

CHARLES COUNTY

D. BHAUMIK

2-3-95

~~MARYLAND SHPO SHA~~

BRYANTOWN ROAD OVER MILL DAM
RUN

LOOKING SOUTH ON BRYANTOWN ROAD



CH-379

2 OF 4

BRIDGE # CH 33
CHARLES COUNTY

D. BHADMIK
2-3-95

~~MARYLAND SHROPS HA~~

BRYANTOWN ROAD OVER MILL DAM
RUN

LOOKING NORTH ON BRYANTOWN ROAD



CH-379

BRIDGE # CH 33
CHARLES COUNTY

D. BHAVMIK

2-3-95

~~MARYLAND SHRO S HA~~BRYANTOWN ROAD OVER MILL DAM
RUN

LOOKING WEST (UPSTREAM FACE)



4 OF 4

CH-379

BRIDGE # CH 33
CHARLES COUNTY

D. BHAKUMIK

2-3-95

MARYLAND SHPO SHA

BRYAN TOWN ROAD OVER MILL DAM RUN
LOOKING EAST (DOWNSTREAM FACE)